

Regional Rail Workshop

for the
Washington State
Rail Plan

Centralia Library
September 30, 2013

Hosted by:



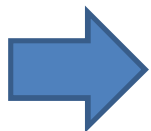
Meeting Objectives

- Review state rail plan key findings
- Discuss priority needs and opportunities for the state rail system
- Share local/regional perspectives on rail system needs
- Understand next steps in the state rail planning process



Agenda

- State Rail Plan
 - Rail system overview
 - Rail system needs
 - Recommendations
- Questions
- Break
- Discussion
- Remaining Questions and Open Discussion
- State Rail Plan Next Steps
- Reflections and Closing Remarks
- Adjourn



**Question & Comment Cards:
Local/Regional Perspectives**



Expectations

We'll all do our part to make this a productive meeting.

- Stick to the agenda.
- Allow one person to speak at a time
- Silence cell phones
- Take side conversations outside the room.
- Speak with a staff member separately if you'd like more information.



Washington State Rail Plan



Southwest Washington Regional Rail Workshop
Centralia, WA
September 30, 2013

What is the Purpose of the State Rail Plan?

- Fulfills federal and state requirements.
- Provides an integrated plan for freight and passenger rail, including 5- and 20-year funding strategies, that meets federal and state requirements.
- Builds on previous plans and guides future efforts.
- Serves as a strategic blueprint for future public investment in the state's rail transportation system.



Years of collaborative, consistent planning and substantial state investment prepared WSDOT to compete for and ultimately secure nearly \$800 million in federal funds for passenger rail improvements.

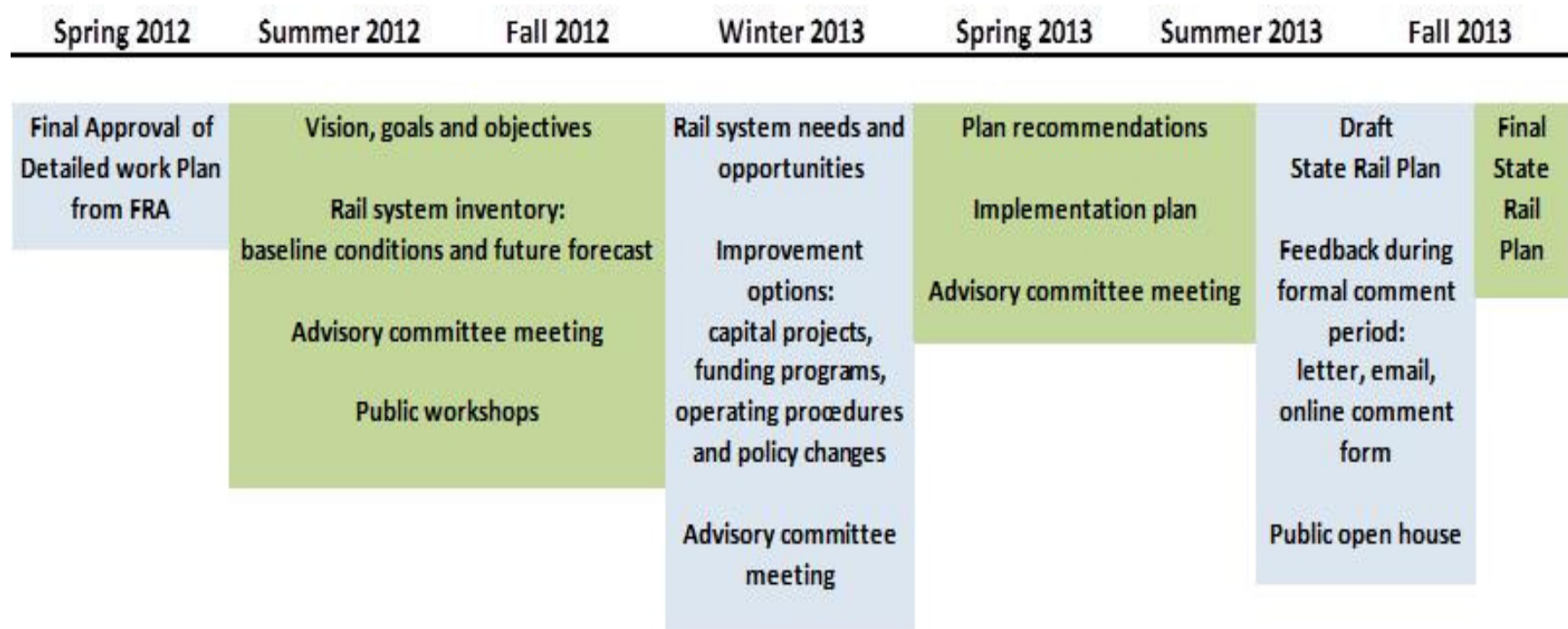
It's time to be thinking about what's next for freight and passenger rail.

Rail System Needs

State Transportation Planning Goals set the direction for what we want to achieve and help us identify and prioritize needs.

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout Washington State.
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

State Rail Plan Timeline



2014 and beyond – Plan Implementation

Incorporate results into State Freight Plan and Washington Transportation Plan.

Continue collaborative planning with stakeholders and partners to refine and focus investment priorities.

Initiate scoping and project development to prepare for future funding opportunities.

Your Feedback

- Provide local and regional perspectives on rail needs and priorities.
- Provide comments on the Washington State Rail Plan.
- Discuss implementation of the plan.



State Rail System

Rail in Southwest Washington



Freight Rail in Washington State

Class I Railroads: BNSF and UP

- Privately-owned enterprises.
- Fund their own system improvements.
- Own the majority of the rail infrastructure.
- Occasionally partner with the public sector on capital projects (grade crossings, etc.).
- State and local governments do not regulate or otherwise control the frequency, schedule or type of rail traffic using highway rail crossings.



*Box Cars and Port Vancouver Wa. Robert Gaskin. April 2013. Flickr. September 24, 2013.
www.flickr.com/photos/24039825@N06/8649193535/*

Freight Rail in Washington State, cont.

Short-line and switching or terminal railroads:

- 25 throughout Washington.
- 40% of rail mileage in the state.
- 50% is publicly owned (by mileage).
- WSDOT programs:
 - Freight Rail Assistance Program (grants)
 - Freight Rail Investment Bank (loans)



Passenger Rail in Washington State

Service	Sponsors	Daily Round Trips
Long Distance - Coast Starlight and Empire Builder		
Coast Starlight: Seattle to LA	Amtrak	1
Empire Builder: Seattle to Chicago	Amtrak	1
Intercity Passenger Rail - Amtrak Cascades		
Seattle to Vancouver, B.C.	WSDOT	2
Seattle to Portland, OR	WSDOT, ODOT, Amtrak	4
Portland to Eugene	ODOT	2
Regional/Commuter - Sounder		
Seattle to Everett	Sound Transit	4
Seattle to Tacoma/Lakewood	Sound Transit	9



The Right Tool for the Right Job

Which is the *right* type of passenger rail to serve your transportation needs?

Light rail



Regional, commuter rail



Intercity passenger rail,
emerging high-speed rail



Long-distance rail



Short distance

Long distance

Within a metro area

Suburbs to major metro

Between major metros

Cross-country

Amtrak Cascades Intercity Passenger Rail

467-mile corridor with service between Vancouver, B.C. and Eugene through Seattle and Portland.

2012 performance:

- 11 daily trains totaling 4,015 annually
- Ridership exceeded 830,000
- Ticket revenues exceeded \$30 m
- FFY Farebox recovery 64.3%

Partnerships make it possible:

- BNSF, UP and CN own the tracks
- Amtrak operates the service
- Talgo and Amtrak maintain equipment
- Who pays:
 - The states of Oregon and Washington, Amtrak, and passengers pay for the service U.S. and Canada provide funds for border security



www.wsdot.wa.gov/rail
www.AmtrakCascades.com



Intercity Rail Connecting Major Economic Centers



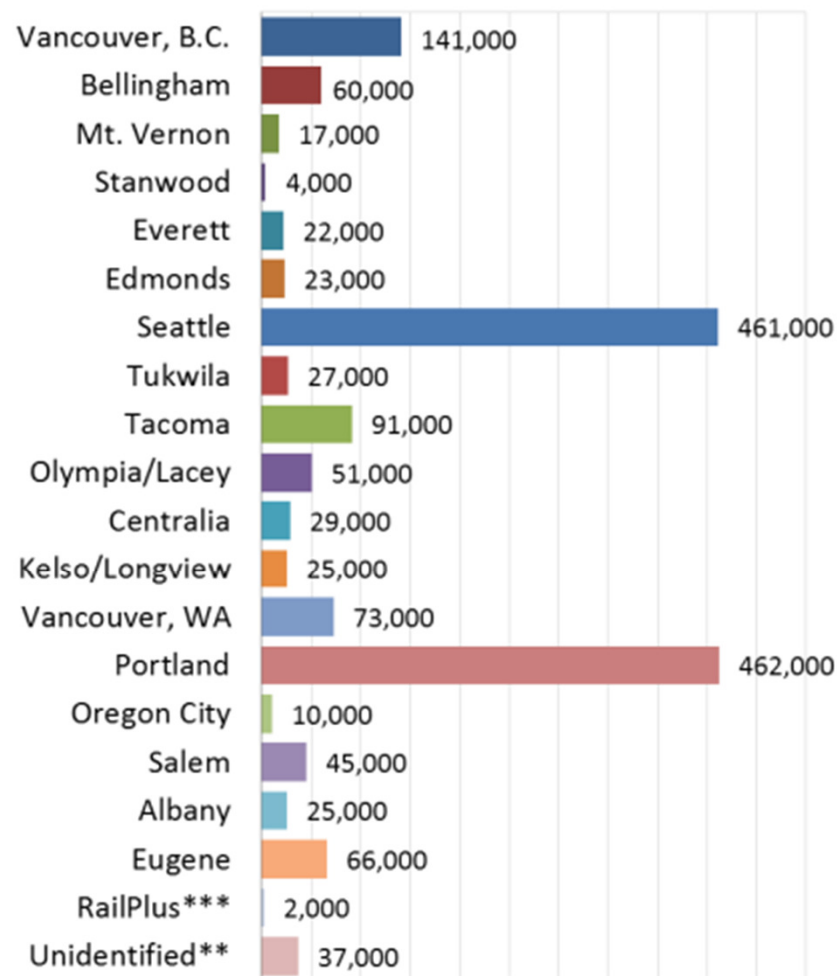
Vancouver, B.C. (Metro)
2.5 million residents
141,000 on/off



Seattle (Metro)
3.5 million residents
461,000 on/off



Portland (Metro)
2.3 million residents
462,000 on/off



*On-Offs are a measurement of how many passengers got on and off the train at each station.

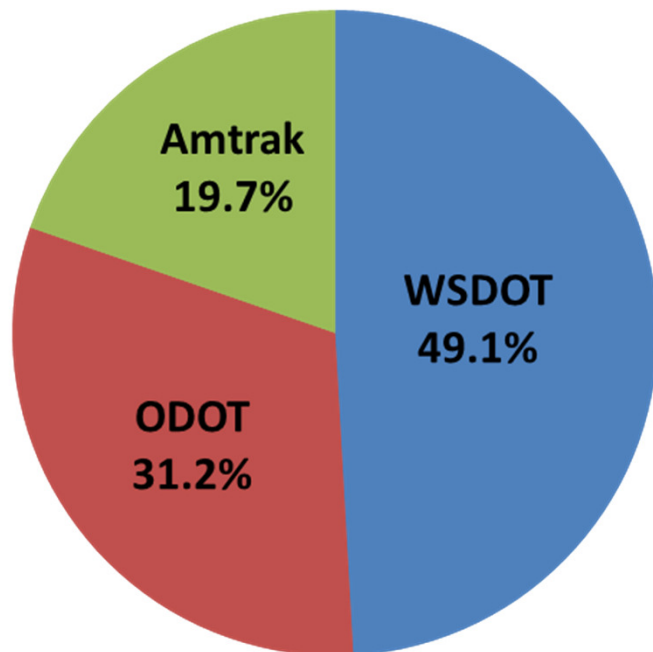
**Unidentified passengers either deferred their trip to another day or were unidentified by Amtrak.

***RailPlus are riders transferring from Sound Transit to Amtrak Cascades.

Dramatic Changes in Funding Responsibilities

Today:

Cost Sharing for 2011-2013,
Based on Subsidy



October 1, 2013:

Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) takes effect:

- Amtrak's contribution to direct operating costs will be \$0
- Washington and Oregon will assume 100% of operating subsidies for Amtrak Cascades

High-Speed Rail Capital Investments

- Federal high-speed rail funds - \$794.9 million
ARRA = American Recovery and Reinvestment Act
- Supports overall program goal of more frequent and reliable Amtrak Cascades service
 - Two additional round trips between Seattle and Portland, for a total of six
 - Improved on-time performance to 88%
 - 10-minute schedule reduction between Seattle-Portland
- 20 projects in Washington building additional rail-line capacity and upgrading tracks, safety features, utilities, signals, passenger stations and advanced warning systems
- Supports an estimated 2,600 skilled construction and operating jobs for railroad crews and regional contractors



Corridor Projects: Seattle to Portland



Rail System Needs

Strengths and Challenges

Strengths:

- Currently providing good mobility for existing train volumes.
- Extensive network connects citizens and industry.
- Supports industries that contribute \$106 billion to GDP and support 1.2 million jobs.
- Most fuel-efficient mode and produces the least amount of carbon.

Challenges:

- Bottlenecks, constraints and access issues on Class I system.
- Delays and reliability concerns.
- Deferred maintenance degrading level of service on short-line railroads.
- Access to national and global markets.
- Meeting future demand.
- Maintaining a safe rail system.

Rail System Needs

“What”

Rail Operations and Infrastructure Needs

“Why”

Rail's Role in Economic Development

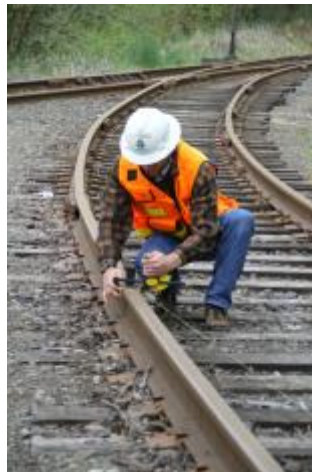
“How”

Rail System Priorities and Goals

Rail Operations and Infrastructure

Needs

- Address constraints to ensure that future capacity meets future demand.
- Preserve existing rail capacity and infrastructure.
- Enhance the efficiency and reliability of existing services.



Recommendations

- State action and investment based on performance measures.
- Continue incremental improvement of intercity passenger rail.
- Assess short-line railroad system conditions and needs.
- Seek cost effective approaches.

Rail's Role in Economic Development - Needs

Needs

- Rail should support Washington's economy by providing access to people and industry.
- Preserve access to global markets by ensuring access to Washington's ports.



Recommendations

- Include "first and last mile" connectivity in investment priorities.
- Include support or enhancement of domestic or international trade in investment priorities.



Rail System Priorities and Goals

Needs

- Prioritize cost-effective investments into the state's rail system.
- Strengthen rail to maximize benefits and minimize negative impacts.
- Continue to support safe and secure passenger and freight rail movement.

Recommendations

- Use performance measures to assess funding needs.
- Consider expansion of funding partnerships
- Communicate the benefits of rail
- Support state and federal programs that promote rail safety and security.



Implementation and Investment Plan

- 5- and 20-year strategies
- Priorities for state-owned and state-sponsored assets
- Capital projects (identified in adopted transportation plans) that address system needs

Near-term priorities:

(Funding from existing sources is very limited)

- Deliver funded projects
- Maintain and preserve existing infrastructure
- Improve efficiency
- Establish short line system inventory
- Support *State Freight Mobility Plan* effort to define freight priorities based on performance measures

Next Steps in Rail Planning

- Finalize Washington State Rail Plan in December 2013.
- Incorporate results into Freight Mobility Plan and Washington Transportation Plan.
- Support regional planning efforts.
- Continue collaborative planning with stakeholders and partners to refine and focus investment priorities.



Washington State Rail Plan Comments

**Please submit a comment form at today's meeting
or send comments to the WSDOT Rail Division:**

Online comment form: www.wsdot.wa.gov/Rail/staterailplan

Email: rail@wsdot.wa.gov

U.S. Mail: PO Box 47407, Olympia, WA 98504-7407

Questions?

Collect question & comment cards

Break



Discussion:

Local / Regional Perspectives



Remaining Questions and Open Discussion



Reflections and Closing Remarks



Thank you for joining us!



Cowlitz-Wahkiakum Council of Governments
360.577.3041 or cwcog@cwcog.org



Thurston Regional Planning Council
360.956.7575 or info@trpc.org



Southwest Washington Regional Transportation Council
360.397.6067 or info@rtc.wa.gov



Grays Harbor Council of Governments
360.537.4386 or vcummings@ghcog.org



Lewis County Transportation Strategy Council
360.740.1123 or michael.kroll@lewiscountywa.gov



WSDOT Rail Division
(360) 705-7900 or rail@wsdot.wa.gov